

COUNTRY East Germany

TOPIC Bremenhain Airfield

EVALUATION see below PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT April to 27 May 1953 25X1A

DATE OBTAINED [redacted] DATE PREPARED 13 July 1953

REFERENCES \_\_\_\_\_

PAGES 3 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

SOURCE [redacted] 25X1X

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1. In April and May 1953, the projected area for the airfield at Bremenhain was laid out in a rectangle, the north side of which was on the Lodenau - Neusorge road, and the southern boundary on the Bremenhain - Rothenburg road. The Rothenburg - Lodenau railroad line and a street made up the eastern field boundary. The western field boundary extended in a N - S direction through Bremenhain and was marked by surveying pecks. Except for a small wooden area along the railroad line the area was cleared and the ground was noted to be sandy. The road between Noes and Lodenau was only open for the people working at the construction site.
  2. The Bauunion Sued is charged with the construction of the airfield. The construction project was referred to as "Sportplatz". During May 1953, approximately 600 civilians were working on the airfield construction. Sometime in April 1953, the barracks foundation were completed and the masons were dismissed. Sometime late in the summer of 1952, a Soviet detail, allegedly coming from Oranienburg, cleared the area with the help of six grading machines. During April and May 1953, the leveling and excavating was being finished by hand. Excavations extended to a depth of approximately 50 cm. Source thought that this excavation was for the taxi- and runway. In the second half of May 1953, a strip east of Bremenhain, approximately 200 meters long and 100 meters wide, running in a N - S direction, was being excavated. The strip to be excavated was subdivided into 20 smaller sections. Source learned from construction workers that the excavation was to be approximately 60 cm deep. Many wooden braces, 1.50 meters long, were laying near the strip to be excavated. Prisoner labor was seen at the construction site. Civilian labor was mostly noticed on the east side of the field where construction on a sewage reduction plant, located near the Neisse river, was underway. Civilian laborers were also engaged in barracks construction and were observed on unloading details, clearing work and the laying of field railroad tracks.
  3. In April 1953, 46 barracks with concrete foundations were completed in the woods near the railroad line. These barracks were utilized for billeting and storage purposes. In the first half of May 1953, ten additional barracks in the same area were completed. However, some of these barracks were still vacant.

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In the second half of May 1953, two permanent type barracks were observed to be completed in the area 2 kilometers south of Lodenau and directly west of the railroad line. The utilization of these barracks could not be determined.

4. In April 1953, an inclosure with a barbed wire fence, 2.3 meters high, was under construction. There was a watchtower on each of the four corners of the inclosure. It was learned from an employee of the construction firm that the inclosure was to hold approximately 500 prisoners. On 5 May 1953, there were already 100 prisoners living in tents within the inclosure. The prisoners were being guarded by VP's. By the end of May 1953, there were between 500 and 600 prisoners quartered in the inclosure. All of these prisoners were housed in 26 tents. Allegedly the prisoners came from Bautzen and Cottbus.
5. In April 1953, there was no spur track to the construction site. Construction materials arrived mostly at night on the Rothenburg - Lodenau railroad line. Source learned from a railroad worker that the superintendent of the railroad district office in Cottbus inspected the tracks between Rothenburg and Lodenau. The superintendent allegedly stated that a siding for 15 railroad cars would be built and would eventually be extended to handle 30 cars. In May 1953, a cement storage was erected on the foot of a slope between the railroad line and the Meisse river. The top of the hill was being prepared for the laying of field railroad tracks. Twenty cement storage bins, each 3 meters wide and 10 meters high, were dug into one side of the hill. The location of the storage bins was such that the cement could be poured from the top of the hill directly into the bins. It was said that concrete mixing machines were to be put into operation directly in front of these bins. Field railroad tracks extended from the storage bins to the construction site. Toward the end of May 1953, a railroad embankment was being constructed south and parallel of the railroad line. It appeared to source that a second track was to be laid there.
6. In April 1953, a Diesel engine was standing on the northern section of the railroad line. Timber, cement and tracks were also stored in this area. During May 1953, only small quantities of construction materials arrived at the site. Arriving materials consisted mainly of gravel, cement, railroad tracks and switches.
7. In the first half of May 1953, two power shovels were excavating in the area between the Meisse river and the railroad line. Two concrete mixers, not yet in operation, were standing near the railroad tracks.
8. The construction in the woods of a concrete surfaced street was observed. The new street was located west and parallel to the railroad line. Three side-streets, which were not yet concreted, branched off from the eastern section of street.
9. As much as could be determined in May 1953, the airfield under construction bordered to the northeast on the town of Lodenau and to the southeast on the town of Noes. To the west the airfield bordered on the town of Bremenhein while the eastern field boundary was made up by the railroad line going from Lodenau to Noes. Thus far, only clearing and leveling work was observed at the construction site. The street connecting Lodenau and Bremenhein was being leveled while the street between Noes and Lodenau was being widened. The workforce working on these streets was entirely composed of prisoners, who allegedly came from Cottbus. The prisoners were guarded by VP's.
10. On 27 May 1953, it was determined that the runway under construction at Bremenhein airfield crossed the Bremenhein - Lodenau road by kilometer marker 44.7. The start and end of the runway could not be determined. A new street was observed to be located west and parallel of the Lodenau - Rothenburg railroad line.

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
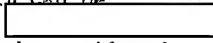
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11. Construction materials and equipment, such as concrete mixing machines, cement, timber and barracks parts, were stored along the embankment of the Lodenau-Rothenburg railroad line.
12. Prison labor was being used for the construction of the runway. The prisoners were living in tents erected at the construction site.<sup>1</sup>

25X1A 1.  Comment. The present report on Bremenham airfield confirms previous information and, in addition, furnishes a number of new details. The excavation of the runway has now been started. From the information furnished it can be concluded that the runway will have concrete surface of 20 to 30 cm.  of the progress of the construction work at Bremenham airfield will be continued. 25X1

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